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CENTRAL INTELLIGENCE AGENCY

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By: [REDACTED]

1. Nanking Airfield closed at 6:55 a.m. and opened at 6:25 a.m. closed at 6:18 a.m. and opened at 6:00 p.m.
2. At 5:45 a.m. 6 MIG-15's left Antung for combat missions in Korea.
3. On 25 September, 2 MIG-15's of the Chinese Communist 102 Air Regiment at Antung were destroyed during an air battle in the Chongju (125-13, 39-42)-Sinanju (125-36, 39-36) area. One of these planes was shot down in the Unsan (125-48, 39-58) area. The pilot of one of these planes was slightly wounded and was sent to the Unsan hospital. The other plane was shot down in the Taschon (125-30, 39-55) area. The pilot of this plane was missing.
4. One jet plane of the 102 Air Regiment was damaged when it overshot the runway at Antung, returning from a combat mission in Korea.
5. At 9:00 a.m. 1 UIL-10 left Yenchi for K'aiyuan.
6. At 4:10 p.m. 1 MIG-15 arrived at Anshan from Antung.
7. At 1:36 p.m. TU-2 Number 9, piloted by YAO Ch'ang-ch'uan (姚長川) left Chinchou for Liaoyang, where it arrived at 2:26 p.m.
8. At 6:00 a.m. PO-2 Number 3 left Yangts'un for Hsinch'eng. At 7:12 a.m. 1 PO-2 left Yangts'un for Chohsien.
9. At 6:08 a.m. PO-2 Number 72 left Chohsien for Yangts'un.
10. At 8:00 a.m. 20 TU-2's, with LIU Shan-pen (劉善本) as flight leader left Tsinan for Liaoyang.
11. At 8:15 a.m. 9 TU-2's, left Tsinan for Liaoyang.
12. The following planes of the Chinese Communist 28 Air Regiment at Nanking left Nanking for Liut'ing:

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CENTRAL INTELLIGENCE AGENCY

-2-

- a. At 7:00 a.m. 1 TU-2.
 - b. At 8:05 a.m. 8 TU-2's and 1 YAK-11.
 - c. At 8:35 a.m. 9 TU-2's and 1 YAK-11.
13. A flight of 4 MIG-9's of the 6 Air Regiment, Chinese Communist 2 Air Division, which was scheduled to leave Nanking for Liaoyang via Liut'ing and Hsinch'eng, was postponed until 8:00 a.m. on 28 September.
14. Training missions:
- a. Harbin: 7 TU-2's, with LI Chia-lin as flight leader, starting at 5:20 a.m.
 - b. Lankang, Mutanchiang area: 3 twin-engined trainers and 3 YAK-19's, starting at 5:00 a.m.
 - c. Hailang, Mutanchiang area: 4 YAK-6's, 4 MIG-5's (sic), and 3 attack bombers, starting at 5:00 a.m.
 - d. Wenchun, Mutanchiang area: 12 Type-99 trainers, 3 MIG-5 (sic), and 1 Type-2 trainer, starting at 5:40 a.m.
 - e. Changchun: 1 YTB transport to Hailung and Shuangshun, at altitudes of from 10,000 to 20,000 feet.
 - f. Yenchi: plane piloted by LI Te-yun (李德雲), starting at 6:25 a.m.
 - g. Antung: 2 PO-2's of the Chinese Communist 102 Air Regiment, starting at 4:20 p.m.
 - h. Tatungkuo: 15 MIG-15's and 1 MIG-9.
 - i. Yangts'un: 2 MIG-15's, starting at 6:10 a.m. Ten MIG-9's, starting at 7:02 a.m.
 - j. Hsinch'eng: 7 MIG-9's, starting at 6:22 a.m. One MIG-15, starting at 6:10 a.m.
15. Training mission scheduled for 28 September:
- a. Harbin: 6 TU-2's, with WU Chi-yuan as flight leader, starting at 4:00 a.m. at altitudes from 4,000 to 16,500 feet. Seven TU-2's, with LI Chia-lin as flight leader, starting at 5:30 a.m. at altitudes of 4,000 to 16,500 feet.
 - b. Machiakou, Harbin area: 8 TU-2's.
 - c. Shuangyushu, Harbin area: 11 TU-2's and 1 YAK-12.
 - d. Lankang, Mutanchiang area: 3 twin-engined trainers and 3 YAK-19's, with CH'EN Kuei-sheng as flight leader, starting at 5:20 a.m. at altitudes from 3,300 to 10,000 feet. A plane piloted by TS'AI Shan-ping, with 7 cadets on board.
 - e. Hailang: 1 MIG-5 (sic), 1 YAK-6, 3 attack bombers, 6 other planes, with CH'EN Tien-kuei as flight leader, starting at 5:00 a.m. at altitudes of from 3,300 to 10,000 feet.
 - f. Wenchun: 2 MIG-5's, 12 Type-99 trainers, and 1 Type-2 trainer with YANG Yueh-ming as flight leader, starting at 5:00 a.m.
 - g. Changchun: 1 YTB to Changtu and Liaoyuan and back to Changchun.

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25X1A

CENTRAL INTELLIGENCE AGENCY

-3-

- h. Anshan: 22 MIG-15's and 1 YAK-17, with La-pao-fu (拉包夫) as flight leader, over Anshan area, starting at 8:00 a.m. at altitudes from 16,000 to 33,000 feet.
 - i. Hsinch'eng: 4 MIG-15's of the Chin Hua (金華) unit, with 2 of these planes piloted by HSU Teng-kun (徐登坤) and HSING Hai-fan (邢海帆), to Liaoyang at an altitude of 1,600 feet.
16. Mukden flights:
- a. At 8:00 a.m. 1 IL-12 Number 25, piloted by LIN Chih-wei, left for Peiping via Chinchou, arriving at 4:21 p.m.
 - b. At 1:57 p.m. transport Number 8010 left for Peiping, via Chinchou, arriving at 4:21 p.m.
17. Antung flights:
- a. At 6:00 a.m. transport Number 8010, piloted by FENG Chi-lu (馮啓祿), left for Mukden where it arrived at 6:46 a.m.
 - b. Transport Number 8011 left for Mukden.
18. Port Arthur flight: at 7:00 a.m. transports Numbers 11, 12, and 15, piloted by Lo-mi-lin (樂米林), Ya-lo-fu (亞洛夫), and FANG Chiu-lin (方九林) left for Voroshilov via Mukden.
19. Peiping flight: at 6:00 a.m. civil transport Number 28 left for Chita.
20. Chohsien flight: transport Number 3, piloted by YANG Fu-chen (楊扶真), left for T'aiyuan via Paotang and Shihchiachuang.
21. Tsingtao flights:
- a. Transport Number 8006 left for Peiping where it arrived at 4:25 p.m.
 - b. IL-12 Number 8 left for Peiping, where it arrived at 4:30 p.m.
22. Nanking flights: IL-12 Number 8 and transport Number 8006 left for Tsingtao, where they arrived at 12:00 a.m.
23. Hankow flights:
- a. At 11:33 a.m. civil transport Number 209 left for Peiping.
 - b. Transport Number 8014 left for Ch'engtu, where it arrived at 3:32 p.m.
24. Chungking flights:
- a. Transport Number 8014 left for Hankow via Ch'engtu, arriving in Hankow at 12:31 a.m.
 - b. Civil transport Number 209 left for Hankow, where it arrived at 10:12 a.m.
25. Flights scheduled for 28 September:
- a. From Chita: at 6:00 a.m. transport Number 13, piloted by Hsi-ou-te-lo-fu to leave for Mukden.
 - b. From Mukden: at 6:00 a.m. civil transport Number 01, piloted by Mao-lac-tsao-fu to leave for Peiping.

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25X1A

CENTRAL INTELLIGENCE AGENCY

-4-

- c. Port Arthur: at 7:00 a.m. civil transport, piloted by Hsin-hsueh-lin, to leave for Voroshilov via Mukden.
- d. Antung: at 8:00 a.m. civil transport Number 8471, piloted by K'o-fu-lih-fu () to leave for Port Arthur.
- e. Peiping: at 6:00 a.m. civil transport Number 103 to leave for Canton via Hankow, to fly from Peiping to Hankow at an altitude of 7,000 feet and from Hankow to Canton at an altitude of 10,000 feet.
- f. Hsinch'eng: at 7:00 a.m. 2 IL-2's Numbers 22 and 29 to leave for Maoyang.

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